

**REMARKS**

This Amendment amends claims 1 and 9 in accordance with the original disclosure. Support for the claim amendments is found, for example, in Fig. 1 of the drawings and paragraphs 0014, 0015, 0022, and 0023 of the specification. Claims 1-15 remain in this application.

Claims 1-3, 11, and 14 stand rejected under 35 U.S.C. § 103(a) for obviousness over the teachings of U.S. Patent No. 6,222,447 to Schofield et al. Claims 4-10 stand rejected for obviousness over the teachings of Schofield in view of U.S. Patent No. 5,793,308 to Rosinski et al. Claim 15 stands rejected for obviousness over the teachings of Schofield in view of U.S. Patent No. 5,938,710 to Lanza et al. Claims 12 and 13 stand rejected for obviousness over Schofield and Rosinski in view of U.S. Patent No. 5,542,490 to Kemshall et al.

In view of the above amendments and the following remarks, reconsideration of these rejections is respectfully requested.

Claim 1, as amended, is directed to an industrial truck comprising a driver's seat oriented in a forward direction and at least one screen located in the vicinity of the driver's seat. A first camera is mounted on the rear of the vehicle at a first height and points toward the rear of the industrial truck. At least one additional camera is mounted on the rear of the vehicle at a height greater than the height of the first camera. The at least one additional camera is also directed toward the rear of the industrial truck. The first camera provides a view of a distant area and the at least one additional camera provides a view of a near area behind the industrial truck. The image taken with the first camera and/or the image taken with the at least one additional camera can be displayed on the screen.

Schofield is directed to a vehicle camera vision system 12 which, as shown in Figs. 1 and 2 and described in the specification at column 2, lines 48-50; column 3, lines 59-62; and column 4, lines 30-38, has at least two side image capture devices 14 positioned on opposite sides of the vehicle and a center image capture device 16 positioned on the lateral centerline of the vehicle. In order to obtain all of the necessary information not only behind but also along side the vehicle, the side image capture devices 14 are positioned forward of the driver (column 2, lines 31-37). Moreover, the image capture devices 14 and 16 are also preferably mounted at the same height (column 7, lines 19-22). Schofield does not teach or suggest the invention set forth in claim 1 of an industrial truck having a first camera mounted

on the rear of the vehicle at a first height and at least one additional camera also mounted on the rear of the industrial truck at a second, elevated, height. The Schofield camera display system has cameras mounted at substantially the same height to provide a uniform horizon. Moreover, Schofield does not teach or suggest a first camera providing a view of a distant area and at least one additional camera providing a view of a near area behind the industrial truck. The shortcomings of Schofield are not overcome by any of the other references.

Rosinski teaches a vehicle position monitoring system having integral mirror video display. That is, the video display for the system is located on the side-view mirrors of a vehicle. Rosinski specifically teaches away from the structure set forth in claim 1 of a screen located in a vicinity of the driver's seat. Rather, Rosinski teaches that the Rosinski system allows a vehicle operator to utilize the normal field of view of a side mirror and still view objects to the rear of the vehicle by placing the video display on the vehicle mirrors (Rosinski at column 3, lines 10-52 and column 5, lines 24-35).

Lanza teaches a counterbalanced forklift truck having a forward-facing camera 1 and a rearward-facing camera 3. Infrared sensors 6a-6d are mounted on the truck to detect personnel who may walk in front of the truck. When a person is detected by one of the infrared sensors 6a-6d, a signal is sent to the control system 4 to stop the forklift truck (column 6, lines 18-23).

Kemshall is directed to a forklift truck having an Opto-Sensor Steering System to detect the movement of a steering wheel and provide an electrical motor control signal based thereon. Thus, the optical system in Kemshall is simply to detect a steering demand to increase the flow of hydraulic fluid in response to the steering command.

None of the cited references, either alone or in combination, fairly teaches or suggests the invention set forth in claim 1. Therefore, claim 1, as amended, is believed patentable over the cited references.

Claims 2-15 depend either directly or indirectly from, and add further limitations to, claim 1. Since these claims depend from a claim believed to be in condition for allowance, these claims are also believed to be in condition for allowance.

Application No. 09/809,405  
Paper Dated: June 16, 2005  
In Reply to USPTO Correspondence of February 16, 2005  
Attorney Docket No. 964-010251

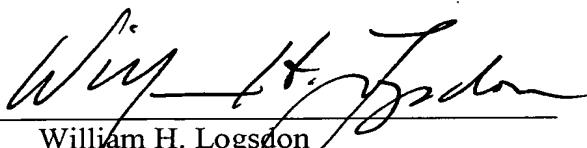
Conclusion

In view of the above amendments and remarks, reconsideration of the rejections and allowance of claims 1-15 are respectfully requested.

Respectfully submitted,

THE WEBB LAW FIRM

By



William H. Logsdon  
Registration No. 22,132  
Attorney for Applicants  
700 Koppers Building  
436 Seventh Avenue  
Pittsburgh, PA 15219-1818  
Telephone: (412) 471-8815  
Facsimile: (412) 471-4094  
E-mail: [webblaw@webblaw.com](mailto:webblaw@webblaw.com)